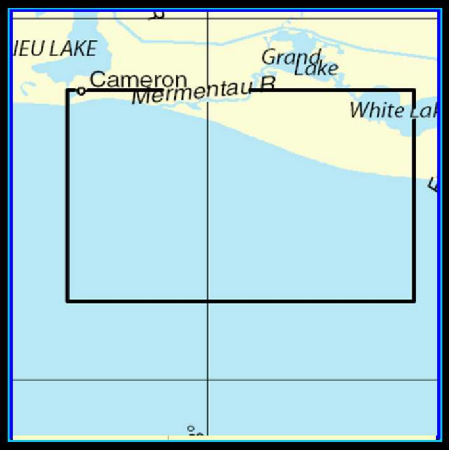
BookletChart™

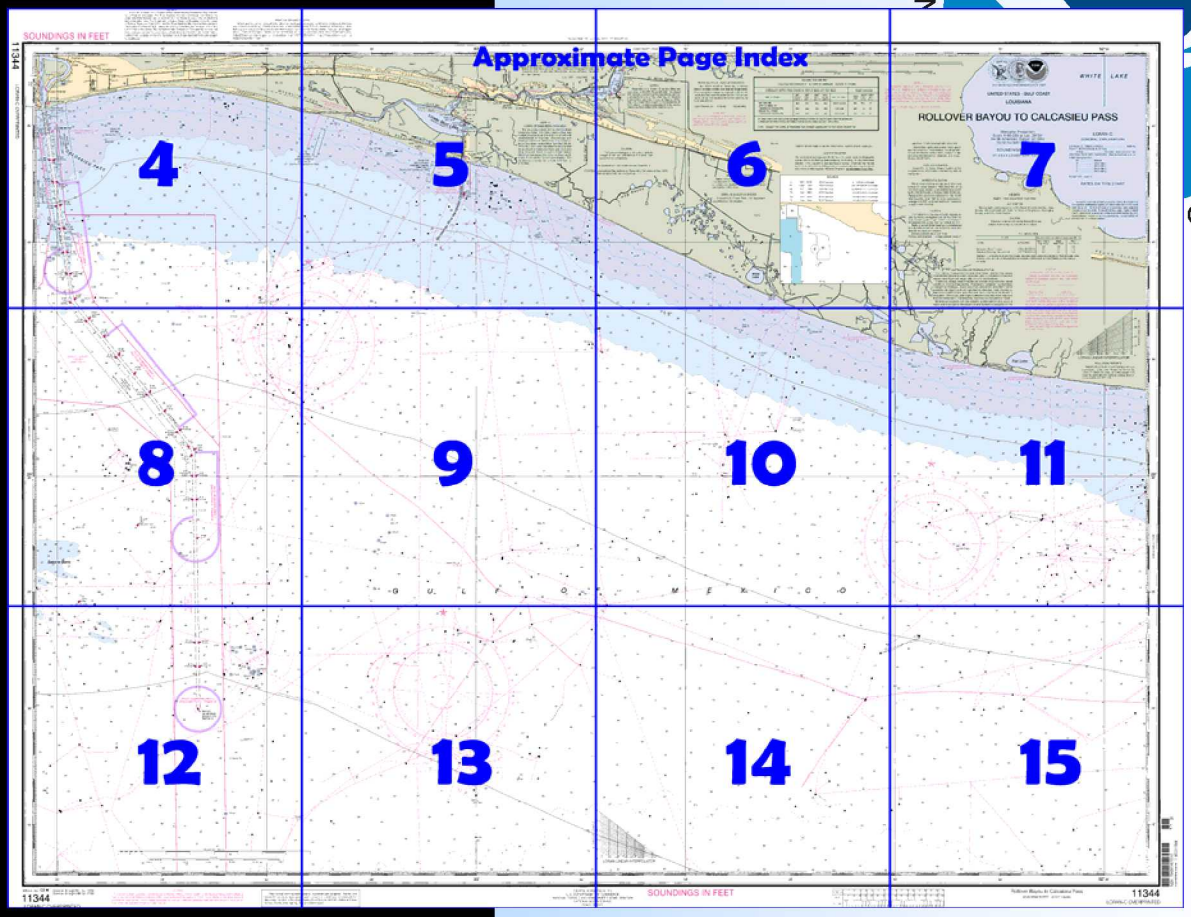
Rollover Bayou To Calcasieu Pass

(NOAA Chart 11344)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*



Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

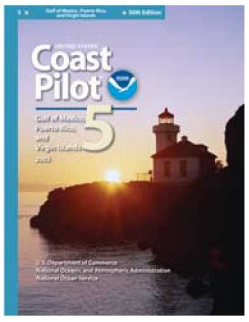
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 5, Chapter 9 excerpts]

(308) **White Lake** is 12 miles long and 6 miles wide, and has depths of 4 feet or more over a mud bottom. The E and W entrances to the lake are marked by lights, both aids being on the N side of the channel. The course across the lake passes about 0.5 mile off the point in the middle of the N shore of the lake. The channel is not marked.

(309) Approach the E entrance with the line of the Schooner Bayou Canal in range ahead. The channel is narrow, and the spoil bank on the S side is marked by stakes. At the W end of the lake, pass about 10 to 15 yards S of the light just off the canal entrance.

(317) **Pecan Island,** S of White Lake, is a long, wooded ridge about 10 feet high. **Pecan Island,** a village on the S end of **Pecan Island Canal** has a few stores with limited supplies. Gasoline may be obtained by portage.

(318) **Pecan Island Canal,** a dredged channel, leads S from White Lake to Pecan Island. In July 1982, the reported controlling depth across the bar was 1 foot.

(319) **Mermentau River** empties into the Gulf of Mexico 86 miles W of Atchafalaya Bay Entrance E of Calcasieu Pass. The entrance channel shifts frequently and should be approached with caution. From the Gulf, the Mermentau leads E through **Lower Mud Lake** and Upper Mud Lake, thence N into the SW side of Grand Lake, out of the N end of Grand Lake to the Intracoastal Waterway and continuing on 32 miles through **Lake Arthur** to the head of navigation at the junction of **Bayou Nezpique** and **Bayou des Cannes,** where the river is formed.

(321) The preferred entrance to Mermentau River is through **Mermentau River Navigation Channel**, a jettied entrance and landcut about 6 miles SSE of the natural entrance to Lower Mud Lake. The marked channel leads N to join the natural channel at the upper end of Lower Mud Lake.

(322) Vessels should approach the jettied entrance to Lower Mud Lake from the Gulf through Lower Mud Lake Safety Fairway.

(323) In 1982, the controlling depth was 3 feet through the natural entrance to the upper end of Lower Mud Lake.

(324) In May 2002, the controlling depths were 8 feet from sea through the jettied entrance channel, thence 8 feet through the marked channel in Lower Mud Lake, thence 4 feet to the State Route 82 highway bridge, thence 6 feet to Grand Chenier about 6 miles above the mouth of the river, thence 4 feet to the control structure at Catfish Point; thence in 1997, 3½ feet to and through Grand Lake, to the Intracoastal Waterway, thence 9½ feet through Lake Arthur to the junction of Bayous Nezpique and des Cannes. In March 1993, a visible wreck was reported near midchannel just above the intersection with the Intracoastal Waterway in about 29°58'24"N., 92°48'02"W.

(325) Numerous aids mark the channel in the Mermentau River N of the Intracoastal Waterway. Near the center of Lake Arthur the channel passes through a constriction known as **The Narrows.**

(330) **Creole Canal** leads NW from the Mermentau River, about 1.3 miles above its entrance. A launching ramp, ice, and gasoline are available at a grocery store at the head of the canal. A reported depth of 3 feet could be carried to the facility in September 1972. Several oil company supply bases are near the State Route 82 highway bridge. Diesel fuel is available at a fuel dock on the E side of the canal about 0.3 mile below the bridge.

(331) **Grand Chenier,** a small settlement on the E side of the river between Lower and Upper Mud Lakes, has a highway connection to Lake Charles. Gasoline, water, and limited quantities of provisions are available in the village.

(341) **Calcasieu Pass,** the outlet of Calcasieu Lake, is about 98 miles W of Atchafalaya Bay entrance and 78 miles E of Galveston entrance. It is the first and only deep-draft channel W of the Mississippi River and E of Sabine Pass.

(367) **Monkey Island** (29°47.0'N., 93°20.8'W.). This area is used extensively by the fishing and offshore exploration industries. Numerous fishing and offshore exploration boats are homeported in this area. Vessels transiting this area may require speed reduction to reduce wake.

(390) **Cameron,** the seat of Cameron Parish, is a fishing village on the E shore of Calcasieu Pass 2.5 miles above its entrance. The village has numerous oil-well supply bases, shrimp-packing houses, and a menhaden processing plant. Gasoline, diesel fuel, water, ice, and marine supplies are available; electrical and engine repairs can be made.

(395) **Calcasieu River** and **Ship Channel.** N of Calcasieu Pass, the ship channel cuts across points of land along the W side of Calcasieu Lake to a junction with the Calcasieu River at **Choupique Island.** The channel is straight and well marked by lights and lighted ranges.

(473) **Sabine Bank** is a succession of detached shoal spots parallel with and distant about 17 miles from the mainland. From the vicinity of Calcasieu Pass, the bank extends about 38 miles W to the vicinity of Sabine Pass and has several passages between the detached shoals. Depths on the shoals range from 16 to 30 feet and are subject to change.

Table of Selected Chart Notes

HEIGHTS
Heights in feet above Mean High Water.

Corrected through NM Apr. 12/08
Corrected through LNM Apr. 01/08

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.802" northward and 0.527" westward to agree with this chart.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 5 for important supplemental information.

NOTE S
Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

MINERAL DEVELOPMENT STRUCTURES
Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

For Symbols and Abbreviations see Chart No. 1

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Lake Charles, LA KHB-42 162.40 MHz

Mercator Projection
Scale 1:80,000 at Lat. 29°30'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET

AT MEAN LOWER LOW WATER

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in New Orleans, LA.
Refer to charted regulation section numbers.

LORAN-C
GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
7980.....79,800 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M ..... Master
W ..... Secondary
X ..... Secondary
Y ..... Secondary
Z ..... Secondary

EXAMPLE: 7980-Y

RATES ON THIS CHART

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

Additional information can be obtained at nauticalcharts.noaa.gov.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

HURRICANES AND TROPICAL STORMS
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.
Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.
Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

MERMENTAU RIVER
The controlling depth from the Swing Bridge at Grand Chenier (29°46'15" N, 93°00'48" W) to Grand Lake was 3 feet, with shoaling to bare at 29°46'26.00" N, 92°54'52.15" W and 29°46'28.14" N, 92°54'18.34" W; thence 3½ feet through Grand Lake to the Gulf Intracoastal Waterway; thence 9½ feet through Lake Arthur to the junction of Bayous Nezpique and Des Cannes.
Feb 1997 - Jan 2009

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — — —

NOTE X
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24 nautical mile Contiguous Zone and the 200 nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

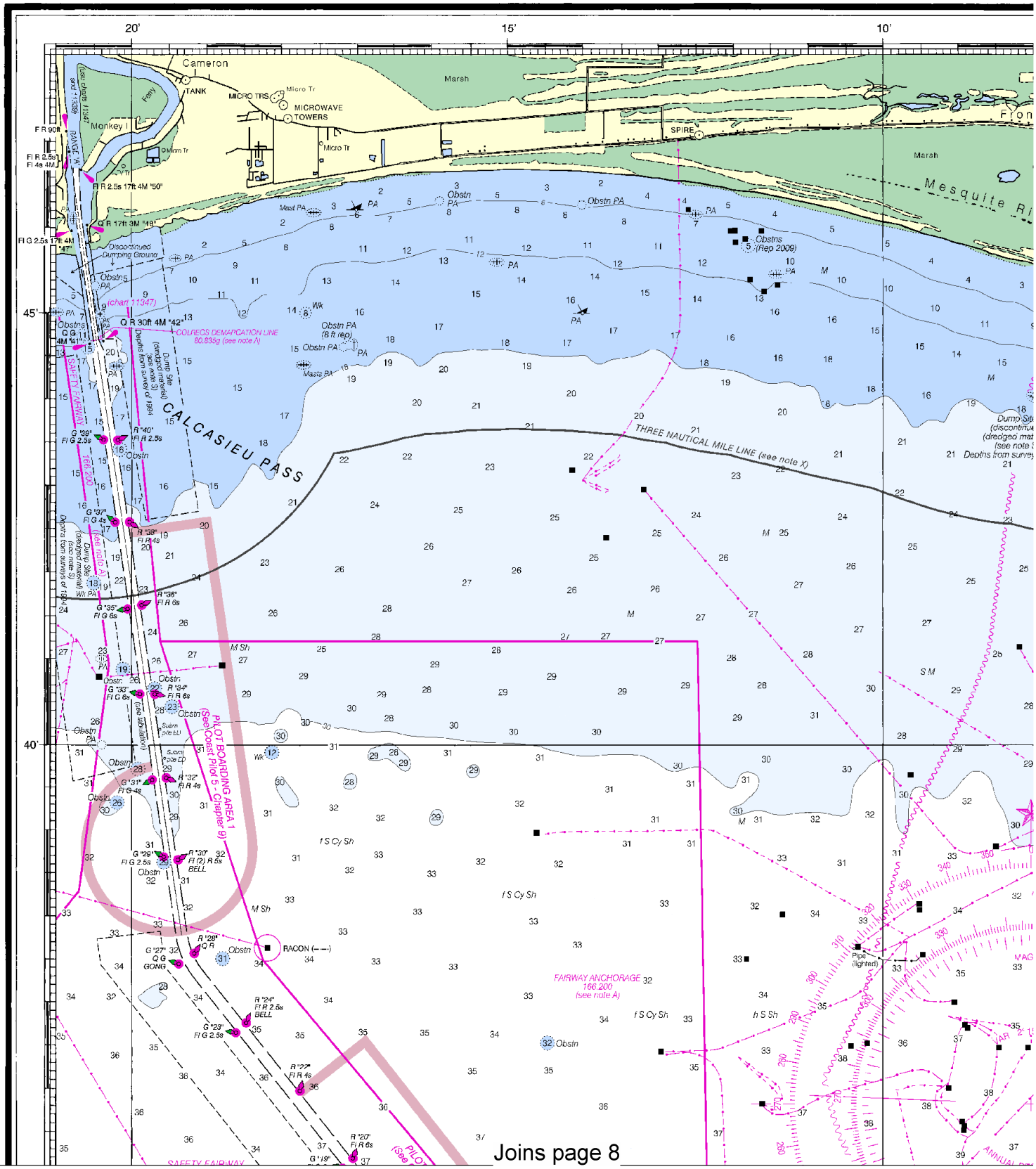
PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated we and critical corrections. Charts are printed when ordered using Editions are available 6-8 weeks before their release as traditiona about Print-on-Demand charts or contact NOAA at 1-800-58 help@NautCalCharts.gov, or OceanGrafix at 1-877-56CH help@OceanGrafix.com.

SOUNDINGS IN FEET

11344

LORAN-C OVERPRINTED



4

North

Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.

RTS
weekly by NOAA for Notices to Mariners
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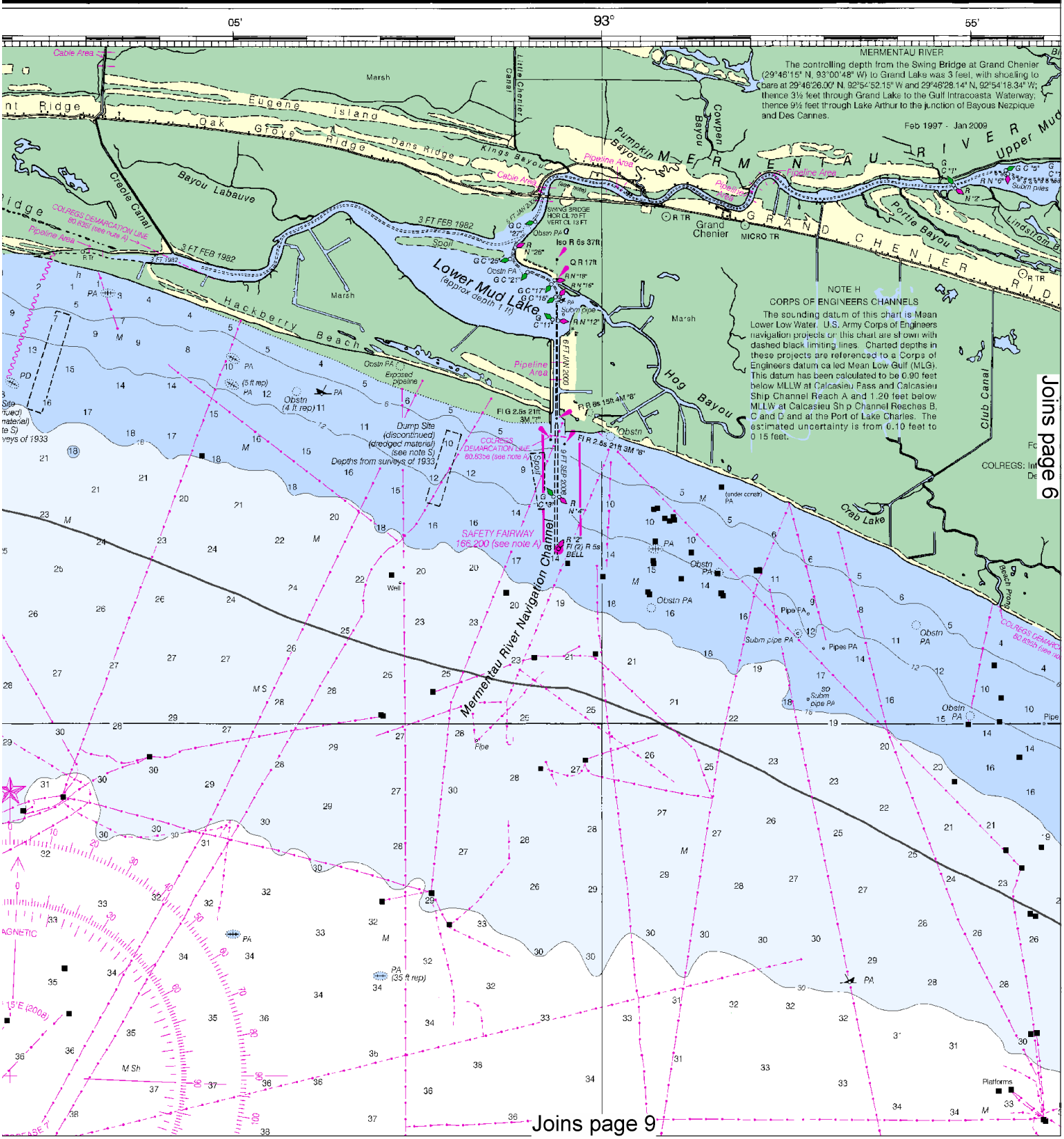
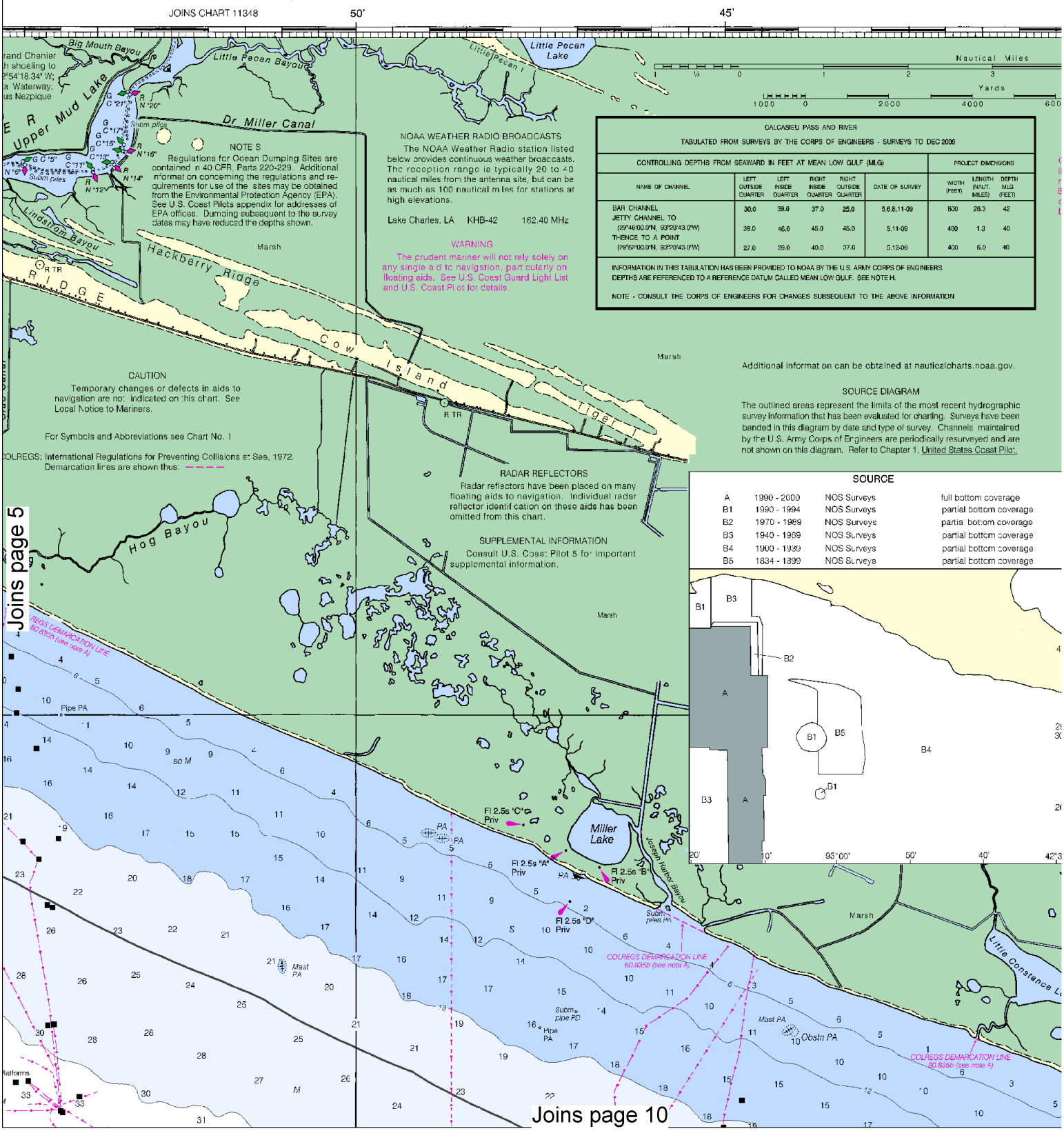
onal NOAA charts. Ask your chart agent
584-4683, http://NauticalCharts.gov,
CHART, http://OceanGrafix.com, or

Formerly C&GS 1278, 1st Ed., Jan. 1922



This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:114286. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

78, 1st Ed., Jan. 1922 C-1937-465 KAPP 123



North

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Nautical Miles
1 0 1 2 3 4 5 6 7
Yards
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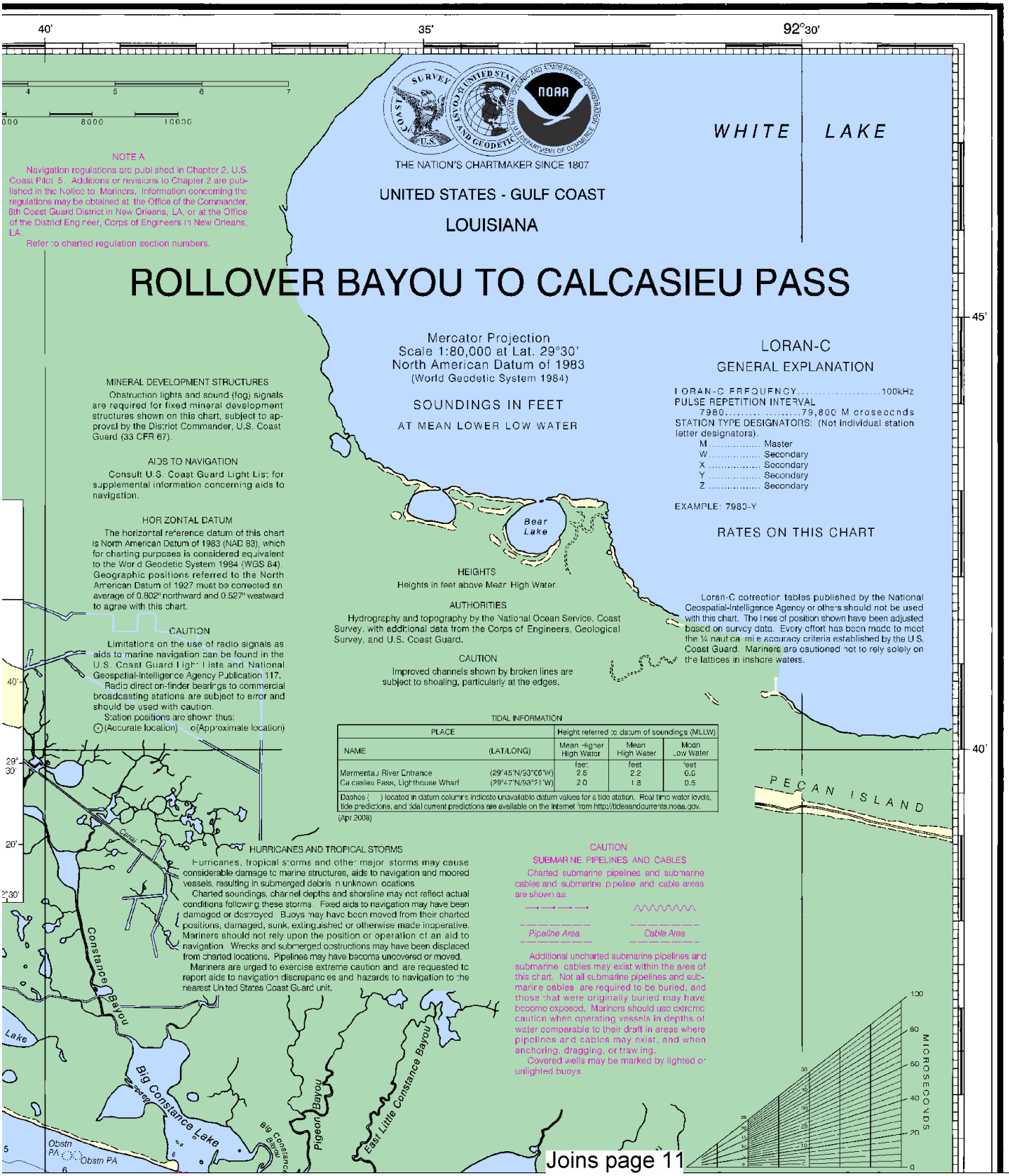
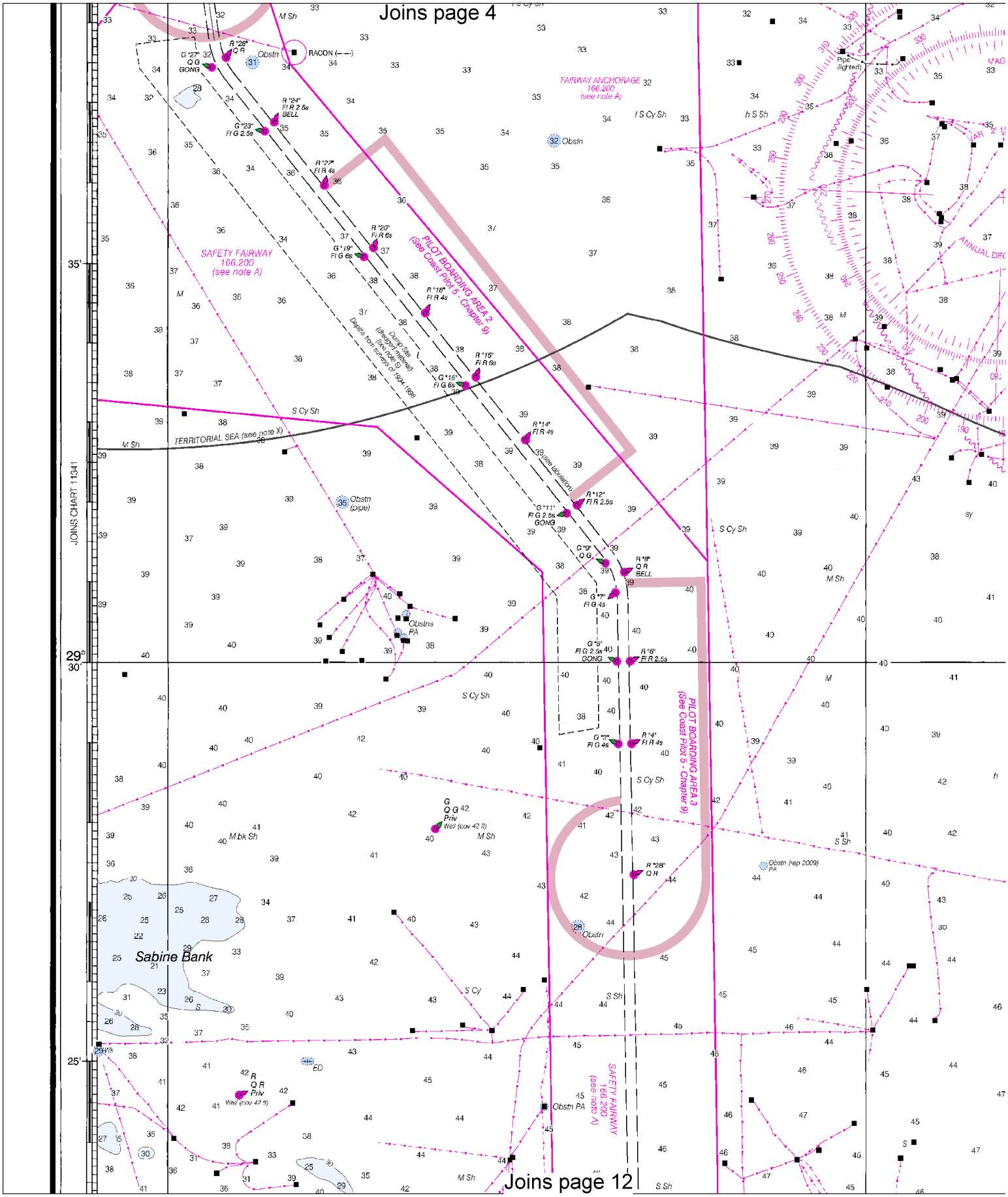


Joins page 11

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: n/a .



8

North

Printed at reduced scale. ~~SCALE 1:80,000~~

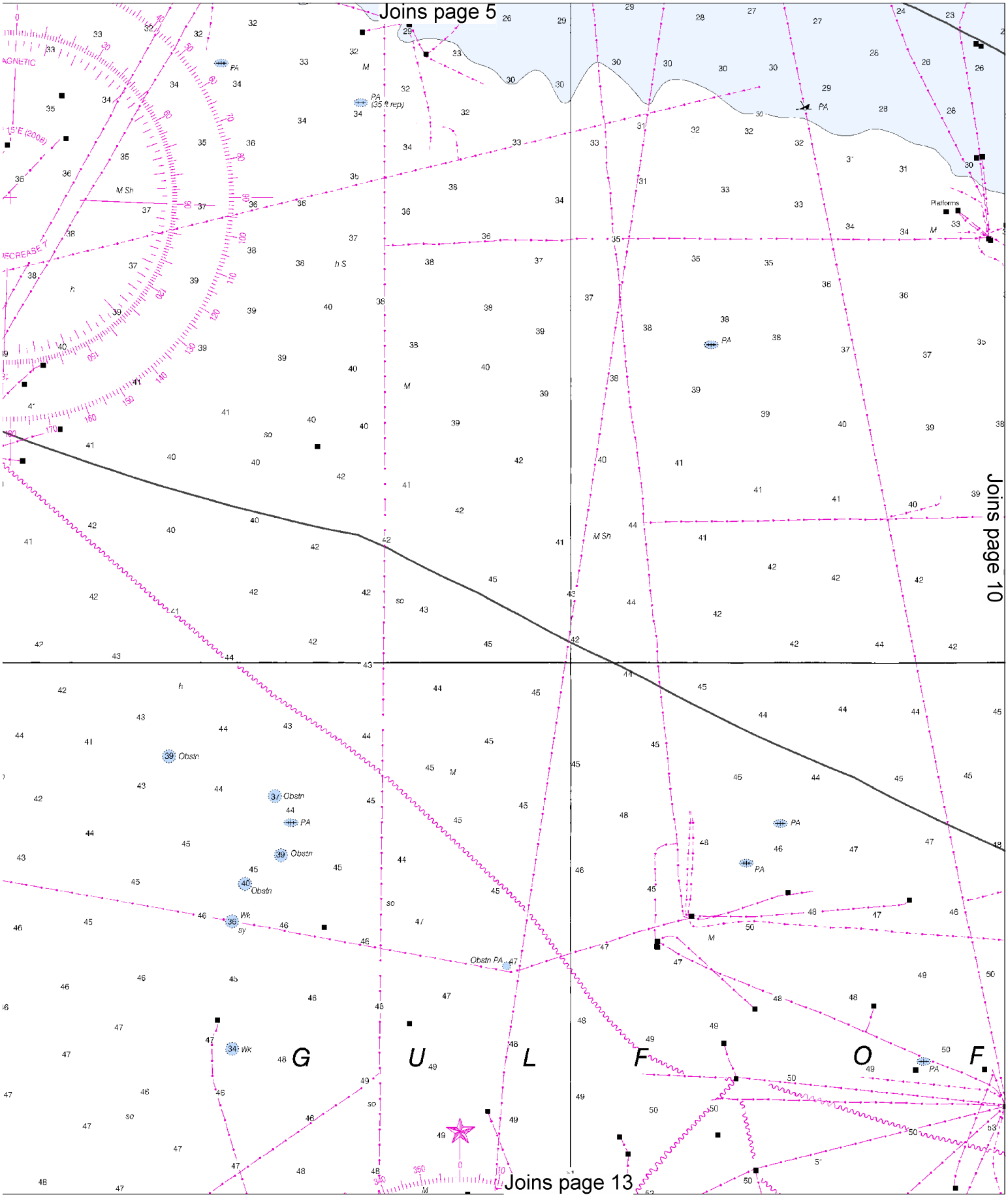
Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

See Note on page 5.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Joins page 10
Joins page 13
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Platforms
Obstn
Wk
Obstn PA
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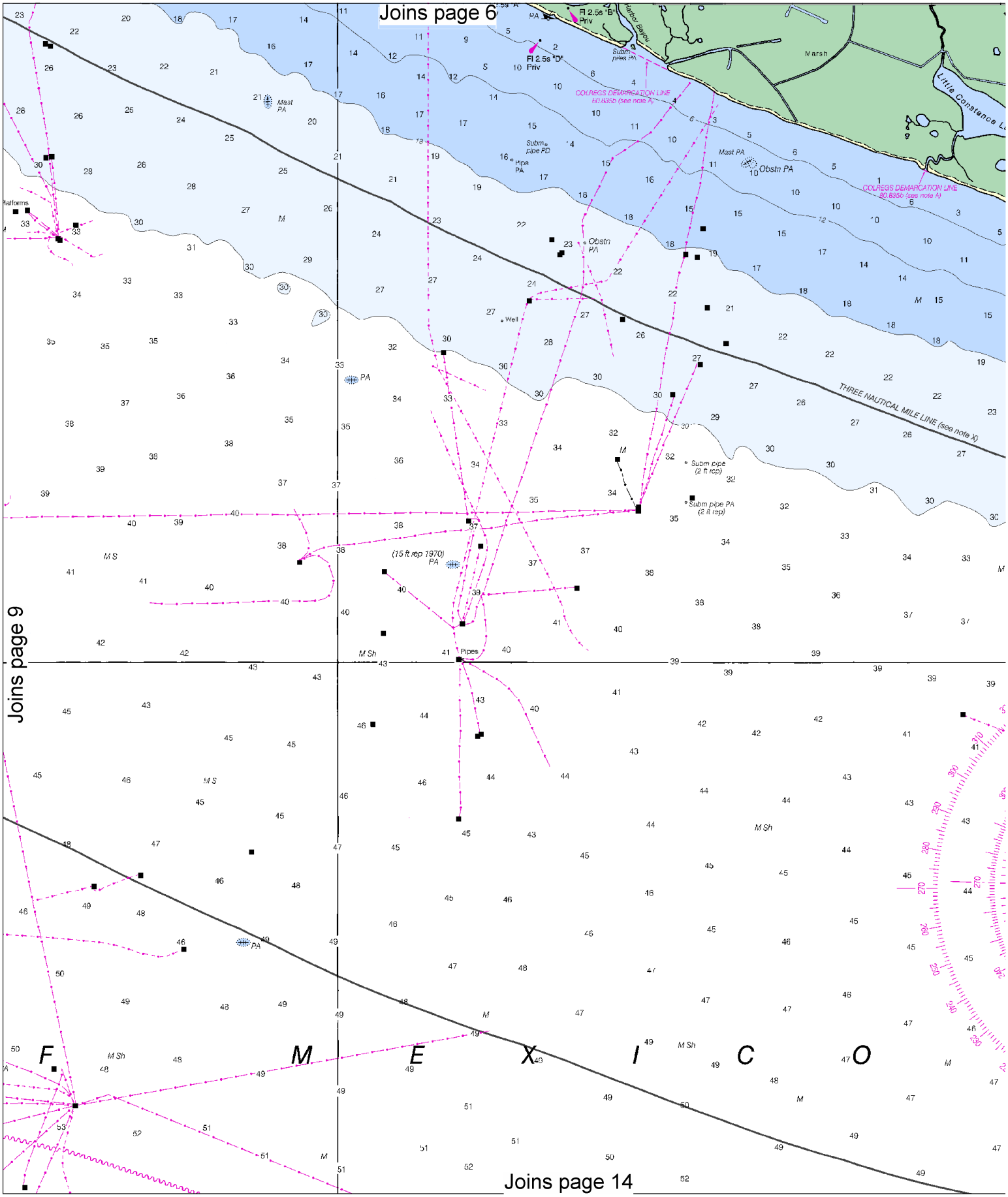

North

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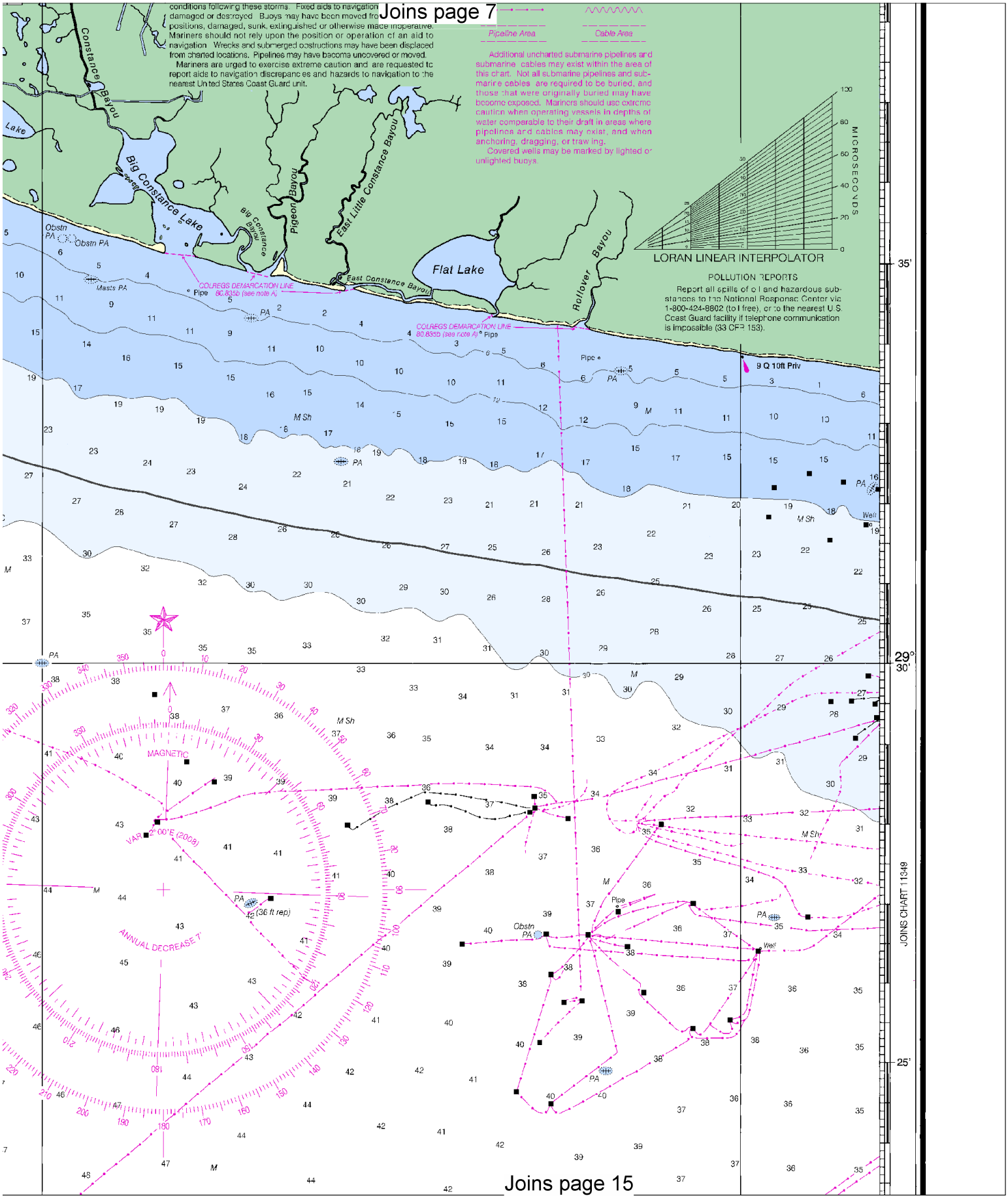
Nautical Miles

Yards

See Note on page 5.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Joins page 7
Pipeline Area
Cable Area
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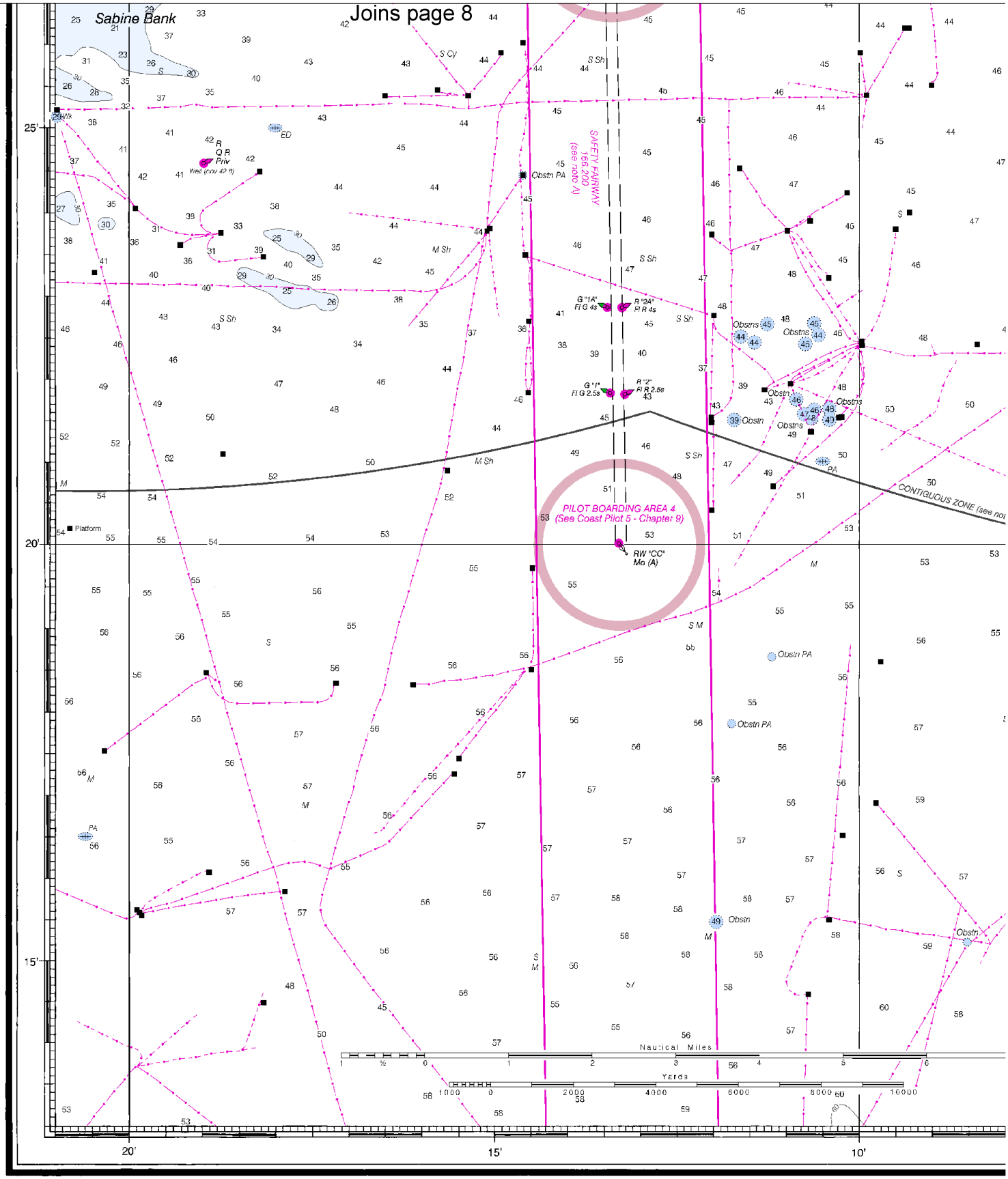
Covered wells may be marked by lighted or unlighted buoys.
LORAN LINEAR INTERPOLATOR
MICROSECONDS
POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).
Constance Bayou
Big Constance Lake
Pigeon Bayou
East Little Constance Bayou
Flat Lake
Rollover Bayou
Big Constance Bayou
East Constence Bayou
COLREGS DEMARCATION LINE
80.835b (see note A)
Obstn PA
Masts PA
Pipe
PA
M Sh
Pipe
9 Q 10ft Priv
Well
MAGNETIC
VAR 2° 00'E (2008)
ANNUAL DECREASE 7'
PA (36 ft rep)
Obstn PA
Pipe
PA
Well
35'
29° 30'
25'
JOINS CHART 11349
Joins page 15



38th Ed., Apr. /08 ■ Corrected through NM Apr. 12/08
Corrected through LNM Apr. 01/08

11344

LORAN-C OVERPRINTED

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designe
Ocean Service encourages users to subr
improving this chart to the Chief, Mar n
Service, NOAA, Silver Spring, Marylanc

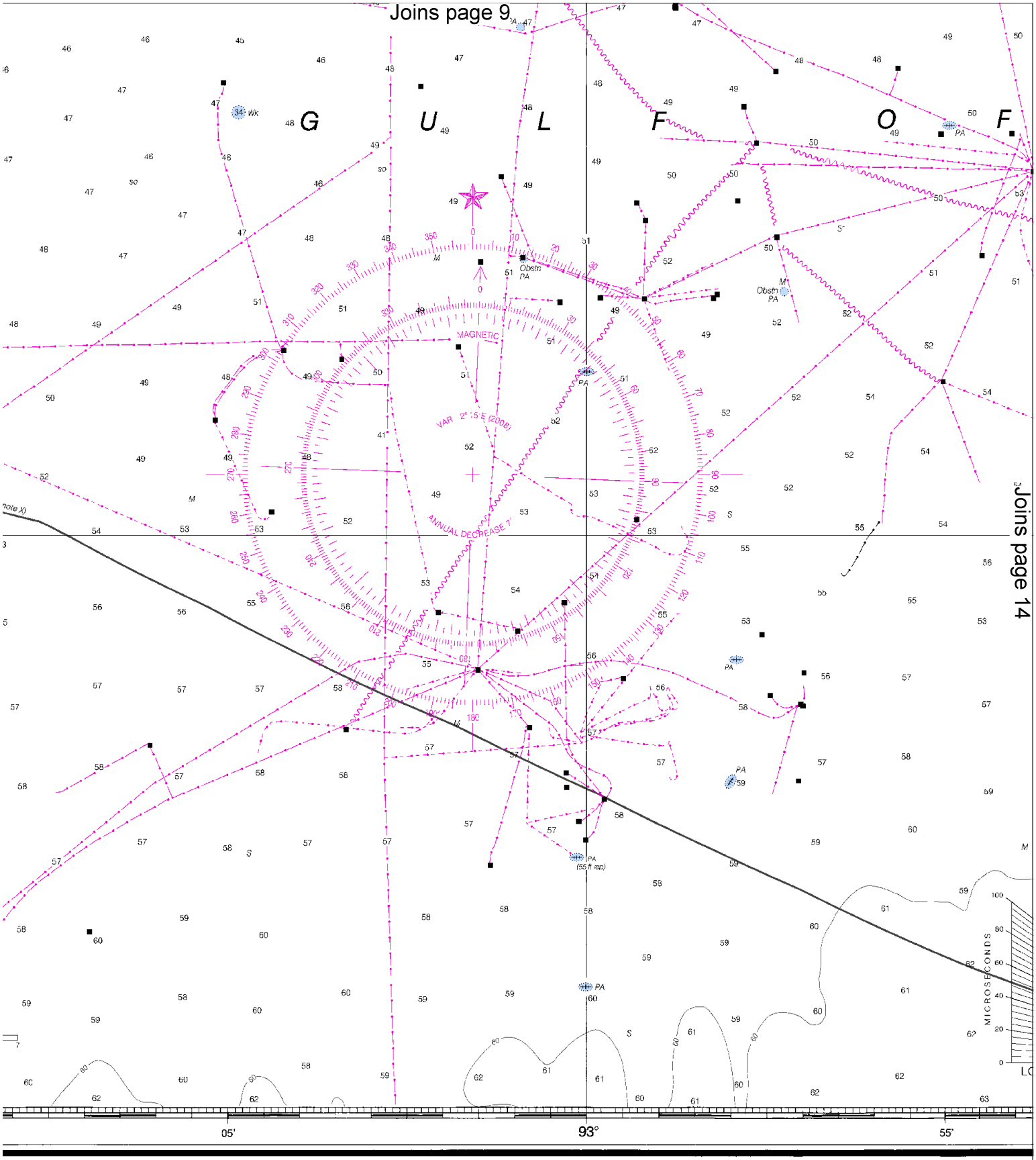
12

North

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000



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ubmit corrections, additions, or comments for
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Published at Washington,
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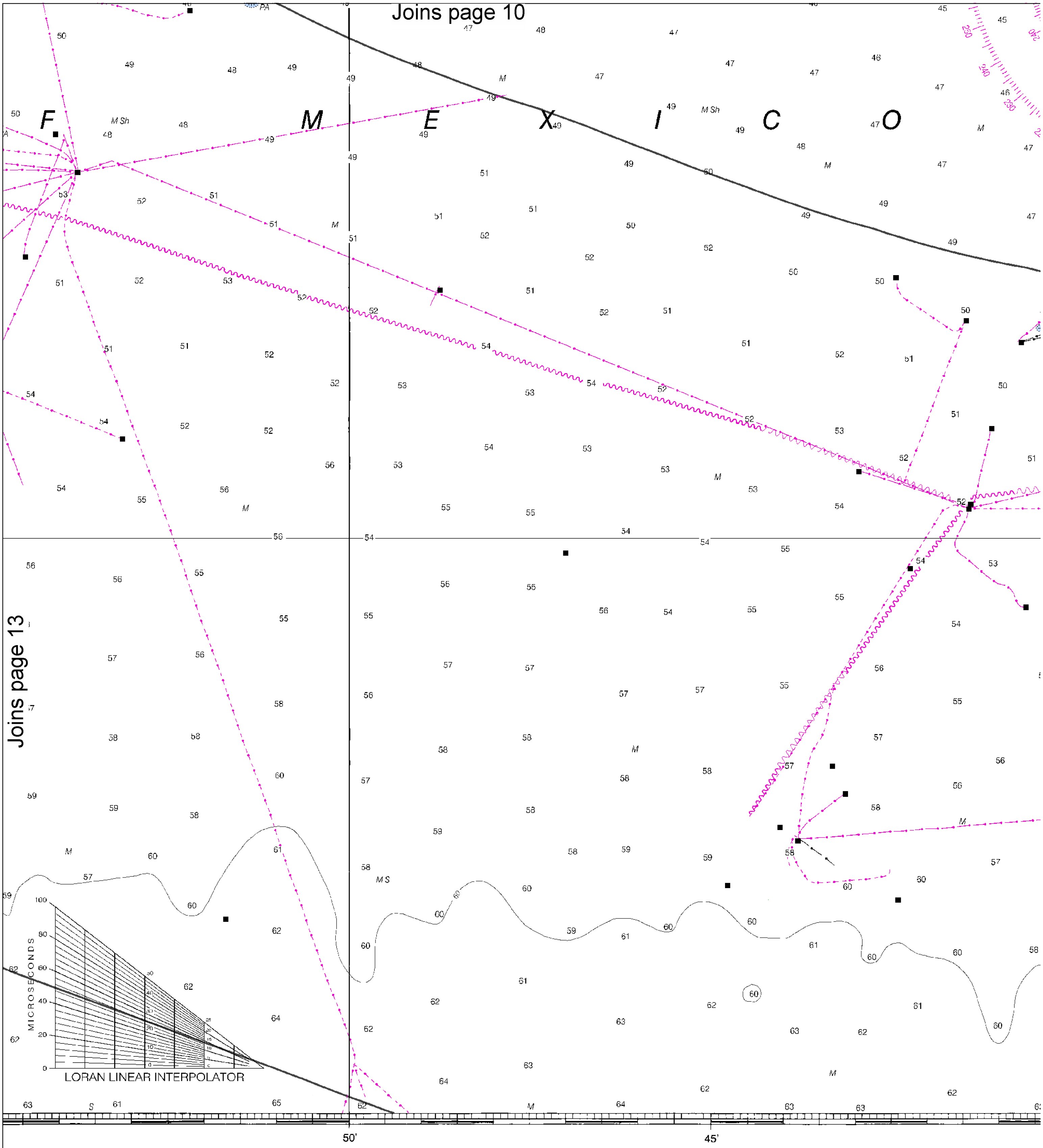

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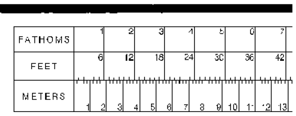
D ATMOSPHERIC ADMINISTRATION
AL OCEAN SERVICE
OAST SURVEY

SOUNDINGS IN FEET



North

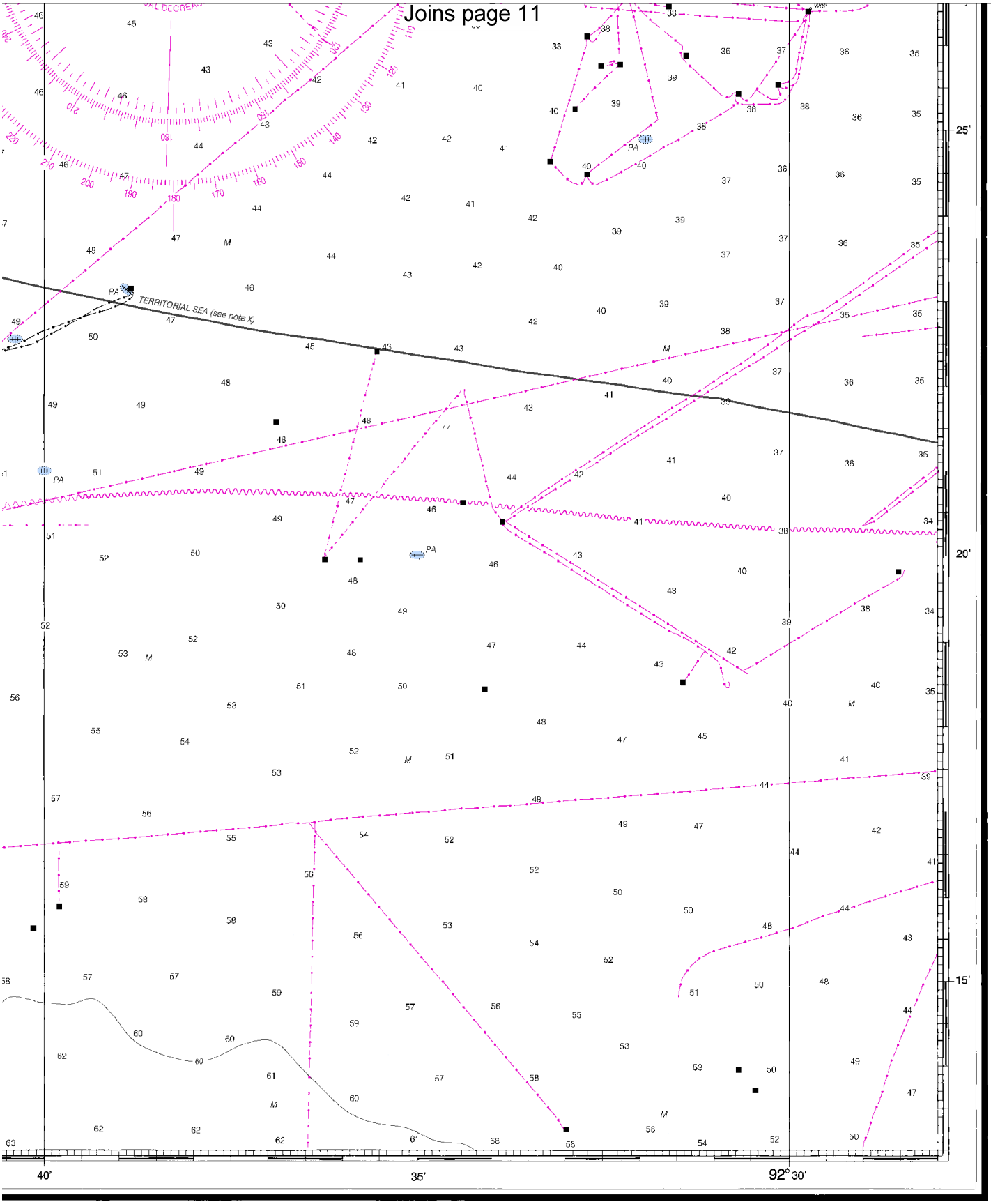
Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000



Rollover Bayou to Calcasieu Pass

SOUNDINGS IN FEET - SCALE 1:80,000

11344

LORAN-C OVERPRINTED

ED NO. 38

NSN 7642014010181 NGA RFFFRFNCF NO. 11BC011344

15

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Group Galveston– 409-766-5620
Coast Guard Station Sabine – 409-971-2194
Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs™) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.